

► This RA has been substantially re-written; for clarity no change marks are presented – please read the RA in its entirety ◀

## RA 3106 - Air Traffic Management Equipment Approved Organization Scheme – Maintenance Practices

### Rationale

*Air Traffic Management (ATM) Equipment Approved Organization Scheme (AAOS) organizations that support the UK MOD to install and / or provide ATM Equipment, and / or provide technical services that support ATM Equipment, are required to demonstrate the use of defined procedures, practices and processes which are completed under adequate supervision and are all essential elements of a Maintenance management system. If approved Maintenance practices are not used, there is a Risk that ATM equipment will not be maintained correctly or safely, potentially leading to unsafe operating conditions and equipment failure. This Regulatory Article sets out the requirement for approved Maintenance practices to be used to ensure consistent and high levels of support to ATM Equipment.*

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#### 3106(1): Air Traffic Management Equipment Approved Organization Scheme Maintenance Practices

### Regulation 3106(1)

#### Air Traffic Management Equipment Approved Organization Scheme Maintenance Practices

3106(1) The AAOS organization **shall** follow approved procedures and practices for all aspects of Maintenance activity, ensuring compliance with the MAA Regulatory Publications.

### Acceptable Means of Compliance 3106(1)

#### Air Traffic Management Equipment Approved Organization Scheme Maintenance Practices

1. The AAOS organization **should**, as a minimum, ensure that:
  - a. Maintenance activity reflects ongoing best practice within the organization and that all procedures, and changes to procedures, are verified and validated before use.
  - b. All Maintenance procedures governing technical activity are designed and presented in accordance with (iaw) good Human Factors principles.
  - c. All Safety related ATM facilities are assured through organizational Maintenance practices iaw the Quality Management System and Safety Management System.
  - d. Methods are in place to detect and rectify Maintenance errors, or deviations from approved procedures, that could result in a failure, malfunction, or Fault, endangering the safe operation of the ATM Equipment.
  - e. Every Maintenance task or group of tasks is signed for by the individual who completed the task or group of tasks in order to prevent omissions.
  - f. There is a test equipment policy which details the provision, control, calibration and review of all test equipment.
  - g. Equipment and system Configuration Control, including build state, modular serial number and Modification status, is in place.
  - h. A Modification control, authorization and approval process is in place for all ATM equipment.
2. Preventative Maintenance activity **should** include and cover all ATM Equipment.

**Guidance  
Material  
3106(1)**

**Air Traffic Management Equipment Approved Organization  
Scheme Maintenance Practices**

3. By signing for a task, the individual is stating that they have completed or supervised the Maintenance / servicing task iaw applicable orders, leaflets and instructions and that they have correctly recorded the serviceability state of the ATM equipment.